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Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, THURSDAY, JUNE 4TH, 1903

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[a1584]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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[a1608]

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[a1391]

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[a1351]

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THE HONGKONG DISPENSARY.

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Correspondents must enclose their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymous or signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1903.

The meeting of the Navy League at the City Hall, on Tuesday, was enthusiastic and appreciative, and the attendance, for Hongkong on a hot day, when the attractions of a cool swim were so obvious, was fairly good. Mr. Wyatt's remarks were listened to with the greatest interest, as he traced the rise of Britain as a sea power and pointed out, in simple but forcible terms, the necessity, after winning the mastery of the sea, for preserving the same by the maintenance of an adequate Navy. His Excellency the GOVERNOR also made a great point when he drew attention to the fact that the efforts of the Navy League were really directed to maintain the priceless blessings of peace. The Navy League was, he considered, the greatest Peace Society in the world. This was most entirely the right note to take. Whatever misgivings we may have for the future, born of the ceaseless strivings of the nations and, more particularly, the restless aggression of Russia, all members of the Navy League must ever continue to cherish the hope that the evil day when a great—and we fear it would be titanic—struggle is provoked, may be indefinitely postponed by a judicious state of preparedness on the part of Great Britain that will daunt attack. The trust way to ensure the continuance of peace is to be prepared for war. It is the policy of the Navy League to unceasingly press home this truth upon the British Government to urge without cessation or pause that the first line of defence be maintained sufficient and efficient, and that in no department shall the Admiralty ever be caught napping. We cannot afford to allow this great and costly insurance of our commerce afloat to become in any particular

rebellion in Yunnan recently announced by REUTER turns out to be of rather insignificant origin and dimensions. Linan-fu is the centre of a mining district, and it seems that it was merely an outbreak amongst the miners, moved thereto either by the scarcity and dearness of rice or on account of the imposition of new taxes, which is always resented by the natives. The mob rose and murdered the prefect, and committed other acts of violence, but the demonstration was neither political nor religious, nor anti-dynastic, nor was it in any way connected with the rebellion in Kwangsi. On receipt of the news of the disturbances at Yunnan-fu, the Viceroy ordered three battalions of troops to proceed to Linan-fu on the 23rd ult., and this force would no doubt prove amply sufficient to deal with the rioters and suppress the movement, if indeed it had not already subsided. There was nothing in the outbreak to occasion alarm except locally. The district is famous for the production of copper ore, the variety known as paitung or white copper.

Rats are not the only disseminators of plague it appears. Dead fowls taken from stalls in the Central Market have been found to be infected with the germs of the disease.

On Tuesday, Police Sergeant Kerr arrested at 10, Cheung San Lane East a native woman who was in possession of \$97 in counterfeit twenty-cent pieces, so palpably spurious that it is difficult to conceive how they could be passed as good.

On the complaint of Dr. Pearce, Acting Medical Officer of Health, Lai Tan, a hawker was fined \$5, with the option of six weeks' hard labour, at the Police Court yesterday, for removing clothing from a plague house without a permit.

On the 1st inst. a Chinese constable on duty in Circular Pathway had occasion to arrest a native, who struggled and was assisted to escape by a couple of friends or at least by one of them. Both of these were taken to the station, and at the Magistracy yesterday one was fined \$25 or six weeks. The evidence against the other did not show that he had taken any part in the assault, and he was discharged.

On Tuesday a Chinese boy called at the house at 50, Peel Street of Mr. A. O'D. Gourdin, assistant secretary, Hongkong Club, with a message from the Masonic Hall, Zetland Street. Whilst in the house the boy stole a gold scarf ring valued at \$20 which he found next to his hand. The loss was discovered subsequently by Mr. Gourdin, who suspected the boy and made a report to the police. The ring was found in the lad's possession and returned to the owner. At the Police Court yesterday Mr. Kemp sentenced the young thief to a whipping and 48 hours' detention in gaol.

invalid or ineffective. Our arms must be bright, our plans up to date, our ships of the first and best description, and it must be an article of faith that no invention afloat or ashore be allowed to go past us, no matter how heavy the cost or how difficult the acquisition of it may be. These are the aims and aspirations of the Navy League, and they are inspired solely by the fervent desire to animate the Government with that unrelenting care for the great bulwark of our power that will enable us to hold what our forefathers have bequeathed and to secure which such heroic deeds have been performed.

We think that perhaps a little omission was made at the meeting, due probably to the evident desire shown not to protract it. We refer to the fact that no invitation was given to those non-members present to come forward and join the League. His Excellency the GOVERNOR mentioned that only about one quarter of the male British population of the Colony were at present on the roll of members, so that there is plenty of scope for a large increase in the membership. We should like to think that every Briton who values the glorious heritage handed down to him from the days of BLAKE and NELSON is a member of the League. We do not by this mean British born only, but all British subjects—of whatever race or creed—who enjoy the privileges and security which citizenship of this great Empire confers, for they are now equally concerned with English, Scotch, Irish or Welsh in maintaining the great arm of defence on which is founded that security, that peace, those equal laws and just government which are to be found beneath the Union Jack. Not for one moment do we propose, in writing in this strain, either to unduly vaunt the British name, to inflate our own importance, or to regard other nations with less friendliness. But the Navy League is of course an institution with which Britons only are concerned, and they are so nearly concerned therein that they should all belong to and assist to sustain it. Even those who are members of the Peace Society and are opposed to war on any terms or under any conditions, might well join the League, since it is, as Sir HENRY BLAKE has pointed out, really a potent factor in the preservation of peace.

Commenting on the new line of Leviathan steamers which is to be put on the Pacific trade in connection with the Northern Pacific Railway, a Chicago telegram to a San Francisco paper says—"The purpose of building boats which are more than twice as large as the freight boats now afloat is to make competition by other steamship lines difficult. The majority of competing craft would rest comfortably in the hold of Hill's new boats. It is therefore expected that every steamship plying between Seattle and the Orient will have to give way to the Hill steamers, which will be able to secure a monopoly of the traffic."

Yesterday morning the police stopped a coolie who was boarding the Macao boat and examined the contents of the two fair-sized baskets that he was carrying. These were found to be an assortment of tin cans, and as the coolie could not explain satisfactorily how he came by them he was taken to the Central Police Station. There it was found that the basket and goods were the property of the Hongkong Club, the steward and the compradores of which identified them and assessed their value at \$38. The coolie, who had been employed at the Club for about a month, pleaded guilty at a charge of theft, and was sentenced to six weeks' hard labour by Mr. J. H. Kemp, Acting Police Magistrate.

The China Times of the 25th ult. says that an interesting ceremony took place at the British Legation recently, when a magnificent lectern, in the form of an eagle, was dedicated in the Legation chapel. The Rev. F. Norris conducted the service. The lectern was the offering of Mr. Conger and the members of the American Legation staff, and of the American missions in Peking, as a thanksgiving for the protection extended to them within the British Legation during the siege. Mr. Conger delivered a powerful address, which made a deep impression upon those who were present. Owing to some misunderstanding very few people in Peking were aware of the occasion, and some who would have strongly desired to be present had no opportunity.

These who have been to London within the last two years will be aware how popular the electric tramcar has become in the suburbs. We notice that during the Easter holidays the London United Electric Tramway inaugurated circular tours of the Thames Valley by tram car. The cars were to make an uninterrupted tour of the loop, via Teddington, Kingston-bride approach, and Hampton Court Palace, and then through Hampton, Twickenham, and Kew; so that it was possible to travel from Shepherd's Bush to Hampton Court and back without change of car. The fare for this trip of 24 miles was 1s. The cars from Richmond made a similar tour of the loop, the fare for this journey of 16 miles being 8d. For the convenience of local residents a special service of cars were to run between Hampton Court Palace and Kingston-bride, fare 1d. Altogether 300 cars each with a carrying capacity of 69 passengers were in operation, and a two minutes' service maintained throughout the system from early morning till late at night on each of the three days.

Including five cruisers recently ordered by Congress, the United States have now 22 ships of war either projected or in course of construction.

On her last voyage across the Pacific from the Orient the P. M. s.s. China carried opium of the commercial value of about \$535,000 gold, the duty exacted being over \$200,000.

For the late President McKinley's reception at Frisco the Chinese contributed nearly \$7,000 of the \$34,000 raised by popular subscription, which means that the Chinese, representing less than 6 per cent of the entire city population, gave about 20 per cent of the money for the entertainment of the President.

A result of the recent introduction of a steam pilot-boat (built in Hongkong) into the service of the Pilots' Association of Shanghai is that their two-masted pilot schooner Polar Star is advertised for sale. This vessel is 68 feet long by 18 feet broad and 7 feet deep, and was originally built for sealing in the Behring Sea.

In consequence of the growth of the German Navy, the German Government has exercised for the first time this year its right to select recruits from conscripts; 310 Bavarian conscripts have been transferred in this manner to the German Naval Service. In case of war the effective strength of the German Navy would benefit as much as France and that no occupation of territory was contemplated. A French force has been despatched to Bosphorus.

THE JOHANNESBURG TRAGEDY.

TELEGRAMS.

REUTER'S SERVICE.

MOROCCO.

LONDON, 1st June.

M. Jonnart, while on a tour of inspection which included the consideration of measures to prevent raids by Moorish tribes across the frontier, was ambuscaded and attacked by 600 rebels near a narrow pass; the rebels were repulsed with heavy loss by M. Jonnart's escort, consisting of two companies of the Foreign Legion, which had seventeen men wounded.

LATER.

In view of the impotence of the Moorish authorities, the Figuig (F. Figig) Government has authorised Jonnart to take repressive action across the frontier. Jonnart is announcing the fact said that the Moorish Governor would benefit as much as France and that no occupation of territory was contemplated. A French force has been despatched to Bosphorus.

THE JOHANNESBURG TRAGEDY.

LONDON, 1st June.

Sir Edward Hales apparently committed suicide.

THE FLOODS AND FIRES IN

KANSAS.

LONDON, 1st June.

Heavy rains have extinguished most of the fires at North Topka; it is probable that all the buildings are swept away by the floods. It is known that at least 15 persons have been drowned.

FATAL FIRE AT ETON.

LONDON, 1st June.

One of the Master's houses at Eton was burned last night and two boys were burned to death; a number of the boys jumped from the windows.

CORRESPONDENCE.

MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd June.

Sir,—I think "Old Resident's" proposal for a public holiday on the occasion of Miss Blake's marriage next Monday is a good one. The event will be unique in the domestic history of the Colony, I believe, and should be celebrated accordingly. Miss Blake, too, shares her father's popularity in the Colony, and we should like to record our sentiments in as hearty a manner as possible.—Yours, etc.

GOOD LUCK.

SERIOUS FIRE.

An outbreak of fire bigger than those which lately have been calling the members of the Fire Brigade from their rest occurred at half-past one o'clock yesterday morning in a medicine shop at 9, Hillier Street. The firemen were under the superintendence of Mr. P. P. J. Wodhouse, and after two-and-a-half hours' hard work they were successful in overcoming the flames, which completely gutted the building, a four-story one, and did damage to the estimated extent of \$20,000. The insurance amounts to \$27,000, and is made up as follows:—Manchester Insurance Company, \$12,000; Salamander Insurance Company, \$8,000; Fook On Company, \$4,000; and L'Union Company, \$3,00. The name of the shop where the fire occurred is the How Sang Chung. The cause of the outbreak is at present unknown.

THE PLAGUE.

Notwithstanding the incoming of the dry weather, the plague returns do not show any stoppage of the epidemic. Mr. Pollock, K.C., will at the Sanitary Board to-day ask for some important information bearing on the matter. During the three days ended at noon on Tuesday there were 53 cases of which 38 were fatal. One European from the Water Police and another from 34, Elgin Street were taken to hospital.

During the 24 hours ended at noon yesterday 18 cases of plague were reported, these bringing the year's total up to the figure of 936. Out of the 18 cases notified 13 were fatal—12 Chinese and 1 Portuguese.

Of the total of 71 cases since Saturday 31 were dumped.

CHINESE GAMBLERS IN 'FRISCO.

The mayor of San Francisco has addressed another communication to the Police Commissioners on the subject of gambling in the Chinese quarters. In it he recommends a novel course of procedure for its suppression, namely, the posting on every deadwall in Chinatown of a proclamation, printed in Chinese and English, announcing that all demands for money for police protection are frauds, advising against the payment of such demands, and giving notice that all forms of gambling and other so-called protected offences against the law will be suppressed at once at all hazards. This recommendation is based on the information which he has received that a Chinese protection syndicate, formed by eight Chinese, known as "The Eight Statesmen," systematically levied tribute from the gambling and lottery dens and other establishments of vice to secure immunity against police interference. He makes no charge that the police are a party to the system, or that any one on the force profits through it.

8. The Vice-President pursuant to notice will move:—That with a view to encouraging the inhabitants to report cases of Plague and submit them for treatment, the Board recommend that arrangements be made for opening temporary hospitals in various districts of the City and Kowloon, suitable premises being hired or temporary structures erected, where practicable, for the purpose. The hospitals to be under proper supervision and the arrangements to be completed in readiness for next

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day at 4.15 p.m.

ORDERS OF THE DAY.

1. Reply from Government relative to closing the Chinese Theatres.
2. Letter from Government relative to the use of a Clayton's Machine for disinfecting ships.
3. Correspondence relative to flushing sewers with sea-water.
4. Correspondence relative to infectious diseases at Shanghai.
5. Report relative to the Plague at Amoy.
6. The President pursuant to notice will move:—That the Board, in accordance with Section 19 of the Public Health and Buildings Ordinance, 1903, authorise Mr. Hammer, who has been appointed to act as Assistant Secretary, to perform all or any of the duties of the Secretary.

7. Mr. H. E. Pollock, K.C., pursuant to notice will move:—That having regard to the letter signed "Anti-dumping," which appeared in the Hongkong Daily Press of the 22nd March, 1903, the Acting Medical Officer of Health be requested to report in writing to the Board as soon as possible:—

1. What percentage of bodies (giving figures) in proportion to the number of plague cases (

"WAR" OPERATIONS IN THE CHINA SEA.

According to the service papers there were some interesting "war" operations in the neighbourhood of Hongkong in the month of March. On the 10th the cruisers *Talbot* and *Eclipse* left Hongkong and kept company until noon on the 11th. At that hour "war" was declared between France, as represented by these two ships, with Saigon as a base; and Britain, as represented by the cruiser *Argonaut*, with Hongkong as a base. The *Talbot* and *Eclipse* were commerce destroyers, and, parading company at noon on the 11th, the *Eclipse* took station to intercept all commerce between Manila and Singapore and Hongkong, and the *Talbot* between Shanghai and the North and Hongkong. "Our first capture" (says the writer) "was the P. and O. *Vadetta*, with the homeward going mails from Shanghai and Japan, and after escorting her for 1½ hours she became a capture. We passed the *Argonaut*, but having disengaged ourselves were not chased."

"We overhauled several Japanese, German, French, and United States boats, and must have caused a little consternation by chasing them, showing searchlights on the stern and then leaving. On Saturday morning, the 14th, the *Argonaut* was sighted, as we were after the P. and O. *Chusan*, with the outward mails. We immediately got ready for forced draught, and were off. We were built in 1893, at Devonport, for 10.5 knots, and the *Argonaut* for 21.5 knots, but it took the latter four hours to gain 1½ knots on us. She got within three miles of us, and put us out of action for 24 hours. We met the *Eclipse* later, and found she had not seen the *Argonaut*, but had captured the P. and O. *Chusan*. We also captured a collier with nearly 6,000 tons of coal (a most valuable vessel), the Canadian-Pacific's *Empress of China*, and the *Athenian*, the *Indiana*, with a cargo of flour, and six others. On the 20th we exchanged positions with the *Eclipse*, being in communication by wireless telegraphy. During the middle watch on Sunday, 22nd, we sighted the *Argonaut*, but having a very severe case in the sick bay steamed towards her, and were put out of action again. Later in the day the *Argonaut* gave us several hundredweight of ice for the patient, she having refrigerating and ice-making machinery.

"On the 23rd we made all preparations for cutting the cable to Singapore, and having remained over it for several hours without being disturbed were successful. At 2.30 a.m. on the 24th we got on the course for Hongkong, and steamed in the western entrance at a very rapid pace considering the large amount of shipping there at anchor. We were flying no ensign and three of the batteries fired on us, but we were past them, and successful. Dodging, practically, from behind one steamer to another, we got very close to the flagship *Glory* before we broke our ensign. We steamed past the fleet, turned round, and anchored off Kowloon. The *Talbot* was the first ship to arrive there, the *Eclipse* following at 5.30 p.m., nearly ten hours after us.

"The *Talbot* did so well, that notwithstanding we had 48 hours' general leave only a month ago, we were now given 36 hours' general leave. Thus it will be seen what might have happened had we got on the scene before the steamers had known of a declaration of war."

PRESIDENT ROOSEVELT AND THE NEXT ELECTION.

A New York despatch to a Manila contemporary says:—The entire West is solid for President Roosevelt for the next presidential election. The managers of the President's campaign who have had an eye to the state of public sentiment during the Western trip are satisfied that if the election were to occur now the West would give President Roosevelt an overwhelming support. The local managers of the party in the various Western States, having taken a preliminary view of conditions and the general feeling prevailing with the press and the voters, report their States as being strongly in favour of the President. It has been feared in some quarters that the attitude of the administration toward the Cuban reciprocity measure and the Philippines tariff reduction would alienate the vote of all but sugar States. But the action of the Republicans of Nebraska in rebuking Senator Ditcher for his attempt to bolt the administration in order to cater to the representatives of the sugar trust has been followed up elsewhere so strongly that there is now little doubt in the minds of the party managers as to the attitude of the West toward the President.

THE NAVY LEAGUE.

The local Branch of the Navy League continues through its energetic Hon. Secretary, Mr. E. W. Mitchell, and his Committee to keep the propaganda of the League before the public. We have now received the report for the year 1902, submitted to the members at the annual meeting of members at the Royal United Service Institution on 13th ult.

Dealing with the Hongkong Branch the report says:—"Hongkong has not lost any of the interest it has always shown in the work of the League. Its President is now Mr. H. E. Pollock, to whose efforts in past years the original success of the Branch was largely due. Captain Anderson, the present Honorary Secretary, is carrying the work of the League into the schools of Hongkong for both British and native born subjects, and he has also given assistance of the utmost value in connection with the visit of Mr. Wyndham to the Commonwealth and New Zealand, having been instrumental in securing that gentleman's passage by sea from Japan to Australia. The correct and useful information on current affairs in the Far East, forwarded by this Branch to the Head Office, is both valuable and interesting."

YUNG LU'S FUNERAL.

Peking, 15th May, 1903.

After a day of dry, burning heat, the wind got up at night and blew so hard it was impossible to sleep for fear of the trees being blown down and falling upon the house. It seemed as if each gust of wind said "Now you shall come down," and this morning there was one broken down upon an adjacent roof and the ground strewn with leaves and twigs and great strips of bark. But the air, how different! Even in a woolen dress, I was shivering as we started out at 6 o'clock on foot because it was too cold to sit in rickshas, to see Yung Lu's funeral. It seemed but the other day he was the Alcibiades of China, the handsome man with whom girls fell in love, and to whom horses once could ride were sent because he could always subdue them. And now he was dead. And most of the foreign papers had articles upon him as if one of the greatest masters of hate against foreigners had been removed. But to me this has never seemed true.

At this gate was now waiting the huge catafalque that was to hide away the remains; leaving it behind, one by one the various details of the procession were reviewed as we walked past resting-place after resting-place erected by the wayside, with little altars on which were piles of cakes and pyramids of apples; those last generally made of flour and prettily rosy, but in one case certainly real, and where people were to come out and do reverence and bow low as the coffin passed. All the Six Boards of Peking were thus represented. As a rule the rest-places were tents with windows made of blue gazeze.

We walked on and on till we came to the Chuo Yang gate and there looked round upon the lovely view of Peking City, a forest of trees with the yellow Palace roofs just peeping above the spring green, in the distance the square drum tower with beside it the bell tower, near at hand the glittering green roofs of a temple dedicated to those who have attained virtue, in the middle distance the pavilion clad Coni Hill, and behind it the Pagoda by the northern lake. The road straight from there was that along which the procession was to pass, and in the distance the Western hills standing out clear against the sky, a deep blue, except where they were covered with fresh fallen snow of the past night from which the wind blew to us with a most refreshing chill.

We came down off the wall and walked to meet the procession. First men on horseback with European straw hats a little incongruously surmounting their red waistcoats, which with green sashes tied round them and red saddles showed out well. Then Yuan Shikai's soldiers in dark fitting clothes with again straw hats. After them came the falcons in grey and black carrying a beautiful hooded bird, the other leading the dead man's hound; there are seven of them, said one of this very well and effectively dressed little party. Quite an array of titles each borne by a man in a long green gown with discs upon it; after them came two dogs, two pavilions, two dogs and two stags, four men made out of green bushes, then lion dogs, one god, one silver, looking particularly ridiculous as they wagged their heads on being carried, the long weepers attached to the gold lion's ears becoming greatly agitated. After them a long array of flags and red umbrellas and plants in fullest flower all made of paper but in real flower pots and vases; again titles and all manner of insignia woven out of greenery, long white banners, men still in green and red lively leading five ponies with handsome red silk gowns thrown over their saddles. In between mourners in white clothes smoking cigarettes, then came men sounding those antique wooden trumpets, which may have breathed their deep sounds before the flood. After them men in the Palace livery, long red gowns with discs again, carrying all Yung Lu's titles and the umbrellas presented. Behind them came Mongol Lamas looking like particularly grand Mandarins in their golden brocade, and men only less splendid in red brocade with black caps who said they were neither Lamas nor Taoists, but as far as I could make out Lo To from the Pai-yan-mao. They were said to have queues inside their caps, but it did not look like it. Then many fantastic yellow contractions were carried by, green sedan chairs borne by mourners every now and then, and men with red clothes and a very high fez-like cap, flat back and front, who carried a gong but did not strike it as far as I saw. Then came Yung Lu's cart lined with blue silk, his horse, I presume, another green sedan chair covered with leopard skins in which he was carried in processions, and which being empty went by with a jiggety-joggety motion as if mocking. "He is dead, dead, the man who used to ride in me; see how alive I am!" Then other chairs carried by mourners, a mile later with flowering bouquets laid on the seat. After that mock horses made of paper with wheels under their feet, but with red manes and tails. Many of these, and more with mock carts made of paper. Crowds of men dressed in green with blue feathers upstanding, throwing up into the air clouds of paper money. After this there were carried by imitation official caps, necklaces, purses and tobacco pouches and spectacle cases, books, etc., all to burst at the grave, and thus accompany the spirit. And then amidst a crowd of soldiers the catafalque itself covered with red brocade with a little shawl pattern on it, not half so effective we thought as the pall so often seen in Peking of dark blue with large golden dragons worked upon it. Behind the coffin mourning carts and chairs, in each a woman in white with white cloths tied round the head but as a rule smoking a cigarette. Then many smart carts and some very good-looking horses. Every here and there along the route was a little bonfire of paper money. Innumerable

Manchu women had turned out in their best clothes and their extraordinary high heads of hair to see the funeral. Some were very pretty, but most were disfigured by the red paint on their eyelids as well as all over their cheeks. Nearly every nation seems to have some disfiguring custom of this kind which to itself seems beautiful. And as we exchanged glances and smiles I the more regretted that not being native born or seeing some nice freshly bid earth I had stepped upon it to find it had only been laid over the surface of a quagmire into which my foot sank five inches above the shoe before a friend extricated me. But as we came home through the crisp morning air we could not mind that or anything. The booths for resting-places were being already torn down barely two minutes after the corpse had been borne by; thus the ripple in the water smooths over after a storm has been removed, thus the world that is alive resumes its usual way of life after one of those we call most prominent is removed from view. But to my fancy Yung Lu's spirit would not be yet sufficiently freed from the clogging bonds of the flesh to be either mortified or pleased by the sight of all going on as before, only Yung Lu goes!

It was not nearly such a smart funeral as that of many a Shanghai merchant, but among the crowd were faces and folks who seemed to belong to a prehistoric age, and meeting them in the street was like coming face to face with a long ago dead and gone past.—Peking and Tientsin Times.

A POSSIBLE DANGER TO NAVIGATION.

There is every reason to believe, the N.C. Daily News remarks, that changes due to volcanic action are constantly going on in this part of the world in the bed of the ocean, and our contemporary publishes the following letter received by the Harbour Master's department at Shanghai:—

S. S. Glenesk,
Shanghai, 23rd May, 1903.

To the HARBOUR MASTER,

Shanghai.

DEAR SIR,—I have the honour to submit the following report:—On the 14th inst. whilst on passage from Singapore to Hongkong I passed about one mile East of the Charlotte Bank (7° 8' N. 107° 35' E.) and noticed a very decided line of broken water on the centre of the bank. As the sea elsewhere was quite smooth and the wind almost nil I imagine there must be less water than shown on charts. I have during the last 16 years passed this place in all sorts of weather and never saw broken water before and have therefore deemed it proper to report the matter to you, having also reported the matter in Hongkong.—I am, Sir, &c.

(Sd.) JOHN RAPPERTY,
Master, Glenesk.

ENGLISH CONSUL ON AMERICAN METHODS.

The British Consul at Chicago, Mr. Wyndham, in his annual report on Chicago and the whole Consular district, gives a glowing account of the great and increasing prosperity of the great and increasing prosperity of the thereof and pays high tribute to American methods. He expresses the opinion that the progress of the country is largely due to the "opportunity, both in business and in employment, in this large, young country; to the encouragement given to workmen, the rewarding of merit, the intimate acquaintance of the heads of firms with the work of their subordinates, the keen enthusiasm shown by the workmen in the interests of their employers, and to the absolute fearlessness on the part of the business man in venturing on experiments either in machinery or systems that may be brought before him." Mr. Wyndham urges the importance of a careful study of the business and manufacturing methods of the United States and the adoption of those which are suitable to the country where trade is sought for. He considers that such a study is indispensable to holding trade where English merchants are active. This study must, however, be prolonged for several months as a short stay of a day or two in the big cities, so often deemed sufficient by European visitors, is "worse than useless, as any one not accustomed to their ways at the first only sees the bad points and earns nothing."

AN EVENTFUL VOYAGE.

San Francisco papers record the arrival there of the British barque *Battle Abbey* after an eventful passage of eighty-nine days from the coal port of Newcastle, Australia. The *Battle Abbey* left Newcastle on January 24th and had light winds until the 27th, when it struck the equator, longitude 175° west, and had light northwest trades thence to 50° north. Then the barque was pounced upon by heavy northwest gales, on April 14th, in latitude 33° 30' north, longitude 132° 30' west, and the heavy seas made matters worse. The vessel rolled heavily, and in the midst of the storm a terrific squall carried away the foremast at the 4th deck. Mast, rigging and spars went over the starboard side into the sea with a rattle and bang, and the heavy spars beat in a frightful manner against the side of the barque, threatening to stave a hole in the stanchion hull. For two days, under great difficulties, the crew was employed in clearing away this wreckage. Considerable damage has been done by the falling spars to the starboard bulwarks and rail, boat-arks and boats. The main royal mast also went by the board during the gale.

The gale that came so near proving fatal to the *Battle Abbey* arose early in the evening, and by midnight the vessel was being pounded and swept by tremendous waves. At that time the entire crew of the barque, consisting of nineteen men, came down from aloft on the foremast, where they had been making the foremast fast, and the men had no sooner reached their quarters than the big iron mast slipped from its step and went over the side. Had the accident occurred twenty minutes earlier it is likely that the *Battle Abbey* would have been a mere wreck of all her seams. She carried a cargo

MANCHURIA.

The comment of the St. Petersburg semi-official journal *Nova Vremya* on the recent information supplied by the Peking correspondent of the Times and Reuter's Agency with regard to the new Russian demands in Manchuria is worth quoting. After giving a great deal of woe at the indignation displayed by the British Press, it enumerates the new conditions on which Russia is alleged to have made her evacuation of Manchuria depend, and says:—

"Of course there is nothing extraordinary about these demands, which merely secure Russia's interests in Manchuria, where we acquired undoubted rights after the events of 1900. But neither the English nor the Japanese, to judge by the newspaper extracts, are willing to reckon with these rights, and thus immediately the Russian demands become known in Peking the representatives of Great Britain and Japan strongly urged Prince Ching to make a protest and to demand in his turn that the position of Manchuria should be made the same as it was before 1900."

"We are able to declare on the basis of information received from the most trustworthy sources that Russia has not presented any kind of ultimatum whatever to the Chinese Government, and, moreover, has not demanded from China the signature of a new agreement with regard to Manchuria as a condition of our evacuation of that country. The statements of Reuter's Agency and the telegram of the Peking Correspondent of the Times are pure fabrications."

In the House of Lords on May 1st, the Marquis of Lansdowne spoke as follows:—I may perhaps supplement by a few words the statement which I made in reply to Lord Spencer last night upon the subject of the evacuation of Manchuria. I have received from the Russian Ambassador, to whom I had addressed an enquiry upon the subject, a verbal statement to the following effect: The information which has reached the British Government as to the conditions required for the evacuation of Manchuria is not at all correct. The discussions which are proceeding at Peking concern Manchuria alone, and have reference to certain guarantees which are indispensable for securing the most important Russian interests in the province after the withdrawal of the Russian troops. As for measures which might tend to exclude foreign Consuls or obstruct foreign commerce and the use of ports, such measures are far from entering into the intentions of the Imperial Government. They consider, on the contrary, that the development of foreign commerce is one of the main objects for which the Russian Government have undertaken the construction of the lines of railway in that part of the world.

The following is from New York:—Upon further instructions from St. Petersburg Count Cassini has brought his version of Russian acts and intentions in Manchuria into line with the Foreign Office explanation. He has gone further. Not content with assuring Mr. Hay that American interests, both trade and industrial, will be "thoroughly safeguarded," he has complained to him of "the unfortunate erroneousness" of Mr. Conger's report to his own Government. This criticism of a distant colleague elicits no reply. When, however, Count Cassini admits that he regards the opening of new treaty ports in Manchuria as not for the best interests of the territory, he throws some light on the real but still unavowed purpose of his masters. The surprise of Russia at the present firm attitude of the United States appears in Count Cassini's final appeal to Mr. Hay. He hopes the American Government will exert its powerful influence that peace can only be had under her domination, this is an appeal to support further Russian aggression. It is certain that support will not be given by the United States. The American Press of every section, every party, and of no party continues to denounce Russia's proceedings.

Mr. Hay has made graceful acknowledgment of the Russian Government's statement of its intentions relative to Manchuria, involving, as it does, the repudiation by Russia of all sinister designs upon the integrity of that province. In a note addressed to Count Cassini, the Russian Ambassador, Mr. Hay expresses his regret that there should have been even a temporary misconception or doubt of Russia's position in the matter, and seizes the opportunity to return thanks on behalf of the United States for the frank and satisfactory declaration of its principles made by the Russian Government. Incidentally, of course, the Note serves to make permanent record of Russia's position with regard to Manchuria as verbally explained by Count Cassini to the United States Government.

Reuter's correspondent wired from Peking said:—The official denial from St. Petersburg of the authenticity of the published accounts of Russia's demands regarding Manchuria has elicited the comment in the Legations here interested in the matter that Russia's diplomatic machinery shows a lack of harmony, as on the day the denial was issued Mr. Planck, the whole boundary of the gardens was planted with holy basil and any other basil at hand, on which the plague of mosquitoes was at once abated, and fever altogether disappeared from among the resident gardeners and temporarily resident missions. The site of the gardens had before been one of the worst malaria-stricken spots on the island of Bombay. No one in those days knew anything of the mosquito-malaria theory of to-day. I myself used myrrh as a protection against mosquitoes. They never came near any bed in which a little myrrh was burnt or a little tincture of myrrh sprinkled when retiring for the night. I never knew natives who used much cinnamon or cloves, &c., in their daily diet overtake malaria fever or die of cholera.

The Lyceum Theatre, where the present generation of English players have witnessed Sir Henry Irving's finest productions, has been offered for sale by auction. The bidding reached £244,000, but the reserve was above that figure and the property was bought in. The reasons for the sale are that the expectations of shareholders have not been realised, and in addition they were unprepared to carry out structural alterations required by the London County Council which are estimated to cost £25,000.

THE LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Rosetta* arrived Manila on the 2nd inst., at 6 p.m., and is expected here to-day at 5 p.m.

The O.S.S. steamer *Telmacetus* left Singapore on the 2nd inst., p.m., and is due here on the 7th inst.

The "Glen" Line steamer *Glenloch* left Singapore on the 3rd inst., a.m., and is due here on the 8th inst.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,
17A, QUEEN'S ROAD, HONGKONG.

[38]

TRADE
TELEPHONE NO. 135.

OUR SPECIAL BLEND
OF SCOTCH WHISKY

"CLUB."

AT

For Doz. \$15

We have older and more expensive whiskies

but we have no better VALUE than

"CLUB."

H. PRICE & CO.

12, QUEEN'S ROAD. [41]

THE "ZAFIRO" CASE

A REPRINT of "THE ZAFIRO MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, 3/- each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [1853]

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONRY.

Have on View and for Sale at their Marble Yard,

ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

AM

NEW ADVERTISEMENTS

THE STEAMSHIP "WING CHAI."

HONGKONG-MACAO LINE.

WILL leave Hongkong every morning during this Season at 7.30 o'clock.

SAM WANG & CO., LTD.

Hongkong, 4th June, 1903.

[1619]

WANTED.

A N INSURANCE CLERK under 20. Apply by letter stating Experience and Salary to—

CUACO,

Care of *Daily Press* Office, Hongkong, 4th June, 1903.

[1620]

GENERAL AVERAGE S.S. "BANOA"

NOTICE IS HEREBY GIVEN to

Insurance Companies concerned that

any Claims paid by them on Cargo damaged on

this steamer by the Fire which occurred on

27th December, 1902, and which should be

included in the General Average must be

notified to the undersigned not later than

3rd JUNE, and such notification must be

supported by Account Sales, if Goods sold by

Action, Acknowledgment of Payment, Survey

Report, and all other Vouchers bearing upon

the Claim.

E. A. HEWETT,

Superintendent,

Peninsular & Oriental S. N. Co.

Hongkong, 3rd June 1903.

[1623]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 5th JUNE, 1903, at 4 P.M., at his

SALES ROOM, Bundell Street,

THE WELL-KNOWN MARE

"LADY MARY"

Also

AN AUSTRALIAN MARE.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 4th June, 1903.

[1624]

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE N.D.L. Steamship

"NURNBERG."

Captain Juhur, will be despatched for the above ports TO-MORROW, the 5th inst., at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd June, 1903.

[1625]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOOONG."

Captain Gibson, will be despatched for the above ports on SATURDAY, the 6th inst., at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LA PRAIAK & CO.,

General Managers.

Hongkong, 4th June, 1903.

[1617]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD"

will be despatched as above on TUESDAY, the 5th instant.

For Freight, apply to

ARNHOLD KARBERG & CO.,

General Eastern Agents for China.

Hongkong, 4th June, 1903.

[1622]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic Steamship Co.'s

"A R A R A"

will be despatched on THURSDAY, the 18th JUNE.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 4th June, 1903.

[1618]

FROM HAMBURG, ROTTERDAM AND ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Juhur, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from all ports.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON.

TO-DAY, the 3rd Inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd June, 1903.

[1615]

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Eulmann's United Companies.)

NOTICE TO CONSIGNNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 3rd June, 1903.

[1603]

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OOPACK"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods have left the steamer, Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1903.

[1622]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTSE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods have left the steamer, Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1903.

[1612]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 5th JUNE, 1903, at 10 A.M., at

H. M. NAVAL YARD,

SUNDAY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES.

Comprising—

BOATS ENGINES BOILER OLD

BRASS COPPER IRON PAPER

STUFF CANVAS FURNITURE

CLOTHING IMPLEMENTS, &c., &c.

The Victualling Stores will be sold on Thurs-

day, the 4th June.

Catalogues will be issued.

TERMS:—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 27th May, 1903.

[1545]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (THURSDAY),

the 4th JUNE, 1903, at 10 A.M., at

No. 21, SEYMOUR ROAD,

THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE.

Comprising—

TAPE-TRY. and PLUSH-COVERED

EASY CHAIRS CANTON BLACKWOOD

STOOLS, JARDINIERES, BRACKETS

and TABLE, TEAK OVERMANTEL,

TEAK SIDEBOARD, DINNER WAG-

GON, DINNER SERVICE, GLASS

HONGKONG
BUSINESS DIRECTORY.

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Refreshing and invigorating drinks of the
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TO LET.

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

WOODLANDS VILLA EAST,
Seymour Road. Six-Roomed Semi-
detached House. Good view of the Harbour.
Apply to—
DALMADA & MILLAR,
16, Des Voeux Road Central.
Hongkong, 19th May, 1903. [145]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET—KOWLOON.

FURNISHED ROOM in best locality.
Verandah and Bathroom. Immediate
Possession. \$25 per month.
Apply to—
A. 100,
Care of Daily Press Office.
Hongkong, 29th May, 1903. [151]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 93
and 95, Praya East.
Apply to—
H. N. MODY,
Victor Buildings.
Hongkong, 2nd December, 1902. [52]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15TH
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

TO LET

TO LET FURNISHED.

NO. 2, CAMERON VILLAS, PEAK.
For Two Months from middle of June.
Apply—
H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903. [149]

TO LET.

NO. 7, DUDDELL STREET (Godown).
No. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELLETT.
Nos. 11, 15 & 18, BELLIOS TERRACE.
"BISNEE VILLA," POKFULUM ROAD.
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 23rd May, 1903. [104]

TO LET.

"EARNFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902. [76]

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIBON TERRACE.
GODOWNS at BOWINGHAM (PEAK
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

NO. 3, STEWART TERRACE, the
Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th April, 1903. [1108]

TO LET.

FOR the month of June, FURNISHED
HOUSE at the Peak.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 29th May, 1903. [1569]

TO LET.

FROM 1st July next, FLATS in ELGIN
STREET (East End), fit for
European Occupation.
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 29th May, 1903. [1568]

GOODOWNS TO LET.

PRAYA EAST. Spacious Two-storyed
and Single-storyed Godowns. Suitable
for Yarn or Coals.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [100]

TO LET.

NO. 10, SEYMOUR TERRACE.
NO. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1366]

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply—
A. 17,
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAUGHT,
153, Wan Chai Road.
Hongkong, 15th April, 1903. [1533]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE," MAGAZINE GAP, Avail-
able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

BOARD AND RESIDENCE.

M. S. GILLIAND & S.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Maddonsell Road;
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

"SAVOY HOUSE,"
3, LOWER CASTLE ROAD.

BOARD and LODGING. Comfortably
Furnished Rooms. Quiet and Healthy
Locality.
Apply to—
A. SPIELER,
2, g, 1st June, 1903. [1567]

BOARD AND RESIDENCE.

BOARD and Residence. FIRST-CLASS.
COOL, AIRY ROOMS. Every Home
Comfort.
Apply—
Mrs. WILLSON,
Tower House,
Kennedy Road.
Hongkong, 29th May, 1903. [1567]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892. [987]

THE VOLCANIC OUTBURSTS
OF 1902.

Reuter a few days ago reported renewed
volcanic outbursts in the West Indies. The
eruptions of last year formed the subject of
two interesting papers read at the Victoria
Institute, London, recently by Mr. J. L. Lobley
and Mr. J. W. Spence.

After speaking of the most remarkable
explosive eruptions recorded in history, Mr.
Lobley went on to classify the West Indian
eruptions, the outbursts in Martinique and
St. Vincent being of that class, and to explain
the latest scientific theory of volcanic action.
It had been ascertained, he said, by physical
research and astronomical observation, that the
rigidity of the earth as a planet was so great
that it must either be solid, or have a solid crust
of from 400 to 800 miles in thickness. The
hypothesis of lava being derived from one great
central source, a vast body of fused rock matter,
was not tenable. Another opinion was that lava
was derived from a distance about thirty miles
below the surface, but owing to the impossibility
of fissures or conduits for that distance, owing to
the crushing weight of rocks, which would
prevent openings existing below a few miles
from the surface, that hypothesis must also be
abandoned. The rock-fusing temperature which
gave fluid lava had, however, to be accounted
for, and this at the moderate depth which would
allow of communication by a conduit with the
surface, could only be explained by chemical
action being brought into play. At a depth of
five miles there was no doubt a temperature of
about 500 deg. Fahrneheit, and by the action
of heat, acting and reacting under varying
pressure, the rock-fusing temperature might be
reached, such action only taking place where the
contents or composition of the rocks gave
suitable elements for chemical reaction.

Mr. Spence's paper dealt with the question
of the age of the volcanoes of the West Indies
and Central America, and of their place in
geological history. The observations made in
some of the islands showed that the volcanic
ridges and cones, built upon the surfaces of the
old igneous formations, owed their great size
and height to the volcanic eruptions accompanying
the great changes of level of land and sea
which had occurred since the beginning of the
Pleistocene or Glacial period. While the volcanic
activity there at the present time was startling
from the disasters the eruptions had produced,
it was yet insignificant compared with the whole
amount of material which had been erupted to
build up the cones. The terrestrial movements,
as also the volcanic, had been mostly along
the line represented by the chain of islands
—the margin of the Atlantic Ocean—which had
been marked as a zone of terrestrial weakness
favourable to both tectonic movements and
volcanic action, and suggestive of renewed
volcanic activity along that course. But the recent
eruptions in Martinique and St. Vincent,
in Central America and Mexico, and others
reported in the region of the Azores, Japan,
and the great earthquakes of Guatemala and
Chinese Turkestan, all belonging to parallel
zones, yet seemed to point to some terrestrial
disturbance of a general common origin, acting
parallel with the line of the equator, as if the
movements were readjusting the terrestrial
crust in a transverse as well as a normal
direction.

THE FUTURE OF SOUTH AFRICA.
SPEECH BY SIR DAVID BARBOUR.
Sir David Barbour, presiding at a meeting
of the Standard Bank of South Africa, held in
London last month, said one of the most serious
difficulties that retarded progress in South Africa
was the shortness of the labour supply. The
supply of labour, he remarked, would most
likely continue to increase, but there was no
likelihood of its outstripping, or perhaps even
equaling, the demand. He did not believe
that in the long run the prosperity of the
country would be injuriously affected by the
shortness of the labour supply, though pro-
gress might be retarded for a time. Although
farming and gold-mining had been retarded
by the shortness of the labour supply,
diamond-mining, judging by the increase in the
exports, had made steady progress, and there
had been a notable activity in business generally.
Imports had enormously increased, and as a
consequence the receipts for customs duties and
the receipts of the railways had grown in almost
the same proportion. But satisfactory as this
state of things might be, a word of caution
would not be out of place. The present position
was abnormal. The recent scale of imports had
been out of proportion to the producing powers
of the country for the time being. Goods had
been imported to fill the vacuum caused
by the war. They are being paid for to
some extent out of capital, or out of money
spent by England in South Africa. In
the long run the prosperity of the Transvaal
would depend mainly on the progress of mining
on the Rand, and not on any special stimulus
to imports due to exceptional causes; and the
prosperity of Natal, the Orange River Colony,
and Cape Colony was bound up with and
dependent upon the Transvaal. It was satisfactory
to know that the production of gold in
the Rand was increasing, and would continue to
increase, though it was still a long way
from what it had been before the war. At the
present rate of progress, it would
be a considerable time before the production
reached the old figures, although he
confidently expected that ultimately it would
largely exceed them. Between the time when

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largely exceed them. Between the time when

the abnormal rate of imports came to an end
and the time when the Rand attained its full
capacity of production there might possibly be
a period of temporary depression. There were
many grounds for hope as to the future. The
beneficial influence of Mr. Chamberlain's recent
visit was universally acknowledged, and the
risk of political disturbance was now very much
less than before. They might hope to hear
officially before very long of a revision of customs
duties, of the establishment of a Customs Union
between the British Colonies in South Africa,
and of the abolition of the transit dues levied
at the coast. He regretted to say that the home
Government had not recognised its liability to
repay the sum of £151,481 taken by the Boers,
and especially the sum of £150,000 which was
taken as a forced loan at Pretoria by a deliberate
act of the Boer Government. The home
Government appeared to him not to have
attacked sufficient weight, nor indeed any
weight to the equity of the case, and to have
decided against the bank on the narrow and
technical ground that the liability of the Boer
Government was incurred during the war, and
that, therefore, the British Government was not
bound by international law to recognise it.
The bank, however, had not finally abandoned
its claim.

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Lobley went on to classify the West Indian
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pressure, the rock-fusing temperature might be
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contents or composition of the rocks gave
suitable elements for

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

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FLAG & BIG

BERTH

CAPTAIN

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LONDON & ANTWERP VIA SUEZ CANAL		Brit. str.	2 m.		McGREGOR BROS. & GOW	On 23rd inst.
LIVERPOOL		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA S'PORE, &c.		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd July.
MARSEILLES, LONDON & ANTWERP VIA S'PORE, &c.		Brit. str.	2 m.		P. & O. S. N. Co.	On 12th inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA S'PORE, &c.		Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP VIA S'PORE, &c.		Fren. str.	2 m.		MESSENGERS MARITIMES	On 16th inst. at 8 A.M.
MARSEILLES, HAVRE, CHAGAS, & BALTIC PORTS		Dan. str.	2 m.		MELCHERS & CO.	On or about 20th inst.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA S'PORE, &c.		Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th July.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st July.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th August.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th August.
MARSEILLES, LONDON & ANTWERP		Brit. str.	2 m.		MELCHERS & CO.	On 11th inst. at Noon.
BREMEN, VIA PORTS OF CALL		Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG		Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG		Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th July.
HAVRE & HAMBURG		Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 28th July.
HAVRE & HAMBURG		Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 11th August.
TRISTE, &c., VIA SINGAPORE, &c.		Ans. str.	2 m.		SANDER, WIELER & CO.	On 17th inst. P.M.
GENOA, ANTWERP & LONDON		Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 6th inst.
ODESSA		BRUNHILDE	2 m.		BRADLEY & CO.	On or about 5th July.
NEW YORK, VIA SUEZ CANAL		Rus. str.	2 m.		ARNHOLD, KABERG & CO.	On 9th inst.
NEW YORK, VIA SUEZ CANAL		Brit. str.	2 m.		SHEWAN, TOME & CO.	On 18th inst.
NEW YORK, VIA PORTS & SUEZ CANAL		Brit. str.	2 m.		DODWELL & CO. LTD.	About 15th inst.
VANCOUVER, VIA SHANGHAI, &c.		Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.		Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 22nd July.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 16th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN		Jap. str.	2 m.		DODWELL & CO. LIMITED	On 24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
PORTLAND, OREGON		Brit. str.	2 m.		PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS		Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS		Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 6th inst. at Daylight.
AUSTRALIAN PORTS		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
YOKOHAMA & KOBE		Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE		Brit. str.	2 m.		BRUNHILDE	On or about 13th inst.
MOJI, KOBE & YOKOHAMA		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 12th inst. at Noon.
KOBE		Brit. str.	2 m.		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 8th inst.
KOBE		Brit. str.	2 m.		W. Townsend	On 19th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA		Brit. str.	2 m.		F. L. Pyno	On 25th inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA		Brit. str.	2 m.		A. E. Moss	On 17th inst. at Noon.
SHANGHAI		Brit. str.	2 m.		J. W. Walco	To-morrow, at Noon.
TAMSUL, VIA SWATOW & AMOY		Brit. str.	2 m.		G. W. Cookman, R.N.R.	On 6th inst. at 11 A.M.
ANPING, VIA SWATOW & AMOY		Brit. str.	2 m.		T. Ogata	On 6th inst. at 4 P.M.
FOOCHOW, VIA SWATOW & AMOY		Brit. str.	2 m.		T. Saito	On 7th inst.
FOOCHOW, TONGKU & PORT ARTHUR		Brit. str.	2 m.		I. Goto	On 9th inst.
SWATOW, CHFOO & TIENTSIN		Brit. str.	2 m.		G. W. Cookman, R.N.R.	On 15th inst.
SWATOW, AMOY & FOOCHOW		Brit. str.	2 m.		W. Townsend	Quick despatch.
SWATOW, AMOY & TAMSUL		Brit. str.	2 m.		F. L. Pyno	To-morrow.
MANILA		Brit. str.	2 m.		A. E. Moss	To-morrow, at 11 A.M.
MANILA		Brit. str.	2 m.		P. & O. S. N. Co.	On 6th inst. at 4 P.M.
MANILA DIRECT		Brit. str.	2 m.		R. W. Almond	To-day, at Noon.
MANILA		Brit. str.	2 m.		R. W. Almond	To-morrow, at 4 P.M.
ROSETTA MARU		Jap. str.	2 m.		N. Tate	On 6th inst., at 10 A.M.
ZAFIRO		Brit. str.	2 m.		R. W. Almond	On 13th inst., at 10 A.M.
TIEN-PEH		Brit. str.	2 m.		E. P. Bishop	On or about 2nd inst.
CATHERINE APCAR		Brit. str.	2 m.		D. A. Stewart	On 6th inst., at Noon.
CAPRI		Ital. str.	2 m.		B. Belsito	On 11th inst., at Noon.
BOMBAY MARU		Jap. str.	2 m.		T. Murai	On 16th inst., at Noon.

SHIPPING.

ARRIVALS.

June 2, ANDRE RICKMERS, German str., 1,620, H. Rohn, Saigon 29th May, Flour.						
—ARNHOLD, KABERG & CO.						
June 2, SEIRSTAD, Norwegian str., 617, A. Larsen, Helsingør 31st May, Coals.—CARLOWITZ & CO.						
June 2, SHINANO MARU, Japanese str., 3,961, Wm. Thompson, Seattle via Ports 2nd May, General.—NIPPON YUSEN KAISHA						
June 3, EMPIRE, British str., 4,498, P. Holmes, Kobe 29th May, General.—GIBB, LIVINGSTON & CO.						
June 3, HAITAN, British str., 1,182, J. S. Reach, Const. Ports 2nd May, General.—DOUGLAS LAFAIK & CO.						
June 3, KHLIANG, British str., 1,437, H. Stahr, Shanghai 31st May, General.—SIERENSEN & CO.						
June 3, KWITIANG, British str., 1,062, G. Hooker, Iloilo 30th May, Hemp.—BUTTERFIELD & SWIRE						
June 3, OCEAN, British str., 3,517, Barber, Liverpool and Singapore 28th May, General.—BUTTERFIELD & SWIRE						
June 3, WING-SANG, British str., 1,517, Stellar, Chinkiang 29th May, General.—JARDINE, MATHESON & CO.						
June 3, YANTZEE, British str., 4,149, H. L. Allen, Glasgow 26th April, General.—BUTTERFIELD & SWIRE						
CLEARANCES.						
AT THE HARBOUR MASTER'S OFFICE.						
3rd June.						
Arnold Luyken, German str., for Swatow.						
Average, German str., for Hoibow.						
Baron Balfour, British str., for Juva.						
Fauson, British str., for Canton.						
Formosa, British str., for Manila.						
Kuangs, British str., for Yokohama.						
Labor, Norwegian str., for Chinkiang.						
Liao, Norwegian str., for Canton.						
Nubia, German str., for Singapore.						
Segona, German str., for Singapore.						
Sungkang, British str., for Manila.						
Triumph, German str., for Pakhoi.						
Wingang, British str., for Canton.						
Yangs, British str., for Nagasaki.						
DEPARTURES.						
3rd June.						
ANPING MARU, Japanese str., for Swatow.						
EMPEROR OF CHINA, British str., for Vancouver.						
FORMOSA, British str., for Manila.						
HAILOONG, British str., for Swatow.						
HALDIS, Norwegian str., for Amoy.						
HONGHE, British str., for Amoy.						
KWANG-LEE, Chinese str., for Canton.						
KWANG-LO, British str., for Yokohama.						
LADOU, Norwegian str., for Chinkiang.						
LISA, Norwegian str., for Canton.						
MACDUGAL, British str., for Shanghai.						
SEGONA, German str., for Singapore.						
SHANGHAI, German str., for Singapore.						
SUNGKANG, British str., for Manila.						
TAMSI, British str., for Ningpo.						
WINGOK, German str., for Bangkok.						
YUNNAN, British str., for Canton.						

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 7th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 6th June.
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

TAKING CARGO FOR LIVERPOOL AT LONDON RATES.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and JI PACIFIC COAST POINTS, VIA NAGASAKI, KOBE AND YOKOHAMA	"TELEMACHUS" ... "MACHAON" ...	On 8th June. On 14th July.
The s.s. "YANGTSZED" from Glasgow and Liverpool has arrived, and leaves for Japan to-day.		
The s.s. "OOPACK" has arrived, and leaves for Shanghai to-day.		
The s.s. "TELEMACHUS" left Singapore on the 2nd inst., p.m., and is due here on the 7th inst.		
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.		
For Freight, apply to		

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"NANCHANG" ... "CHANGSHA" ...	On 5th June. On 4th June, at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" ...	On 4th June, at Noon.
SHANGHAI	"WUHU" ... "KUIKIANG" ...	On 6th June. On 8th June.
KOBE	"CHINGTU" ...	On 10th June.
YOKOHAMA and KOBE	"CHINGTU" ...	On 10th June.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to		

BUTTERFIELD & SWIRE,
AGENTS.

[11]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 6th June, AT DAYLIGHT.
J. W. Wolfe	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, AT NOON.
HIROSHIMA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	SATURDAY, 13th June, AT DAYLIGHT.
J. Nagao	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
SADO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 18th June, AT NOON.
S. J. G. Parsons	VICTORIA, B.C. and SEATTLE	TUESDAY, 18th June, AT 4 P.M.
BONDAY MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 19th June, AT NOON.
T. Murai	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, AT 4 P.M.
W. Thompson	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, AT 4 P.M.
YAWATA MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 25th June, AT NOON.
A. E. Moses	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, AT 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
W. Townsend	TOKYO MARU	FRIDAY, 19th June, AT DAYLIGHT.
KUMANO MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
E. W. Heswell	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
KINSHU MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	SATURDAY, 27th June, AT DAYLIGHT.
F. L. Pyne	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
KAWACHI MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 30th June, AT 4 P.M.
H. Fraser	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, AT 4 P.M.
TOKA MARU	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
A. Christiansen	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	FRIDAY, 19th June, AT DAYLIGHT.
	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
	VICTORIA, B.C. and SEATTLE	FRIDAY, 19th June, AT DAYLIGHT.
	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	TOKYO MARU	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	FRIDAY, 19th June, AT DAYLIGHT.
	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
	VICTORIA, B.C. and SEATTLE	FRIDAY, 19th June, AT DAYLIGHT.
	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	TOKYO MARU	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	FRIDAY, 19th June, AT DAYLIGHT.
	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
	VICTORIA, B.C. and SEATTLE	FRIDAY, 19th June, AT DAYLIGHT.
	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	TOKYO MARU	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
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	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
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	PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.
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	KOBE and YOKOHAMA	FRIDAY, 19th June, AT DAYLIGHT.
	TOKYO MARU	FRIDAY, 19th June, AT DAYLIGHT.
	KOBE	FRIDAY, 19th June, AT DAYLIGHT.
	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	FRIDAY, 19th June, AT DAYLIGHT.
	PENANG	

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per a.s. *Valetta*, will close at 3 p.m. to-morrow. The *Massilia*, with the English Mail of the 8th ult., left Singapore on Saturday, the 20th ult., at 6 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 21st April.

MAILS WILL CLOSE.

FOR	PER	DATE
Swatow, Singapore and Bangkok	By <i>Massilia</i>	Thursday, 4th, 9.00 a.m.
Canton	By <i>Massilia</i>	Thursday, 4th, 9.30 a.m.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	By <i>Massilia</i>	Thursday, 4th, 11.00 a.m.
Heungshan	By <i>Massilia</i>	Thursday, 4th, 1.15 p.m.
Kwangtung	By <i>Massilia</i>	Thursday, 4th, 3.00 p.m.
Nanchang	By <i>Massilia</i>	Thursday, 4th, 4.00 p.m.
Peiping	By <i>Massilia</i>	Thursday, 4th, 5.00 p.m.
Taipei	By <i>Massilia</i>	Thursday, 4th, 5.00 p.m.
Haidan	By <i>Massilia</i>	Friday, 5th, 10.00 a.m.
Yuenan	By <i>Massilia</i>	Friday, 5th, 3.00 p.m.
Empire	By <i>Massilia</i>	Friday, 5th, 5.00 p.m.

TO-DAY.

Sale, Obsolete and Condemned Stores, H.M. Naval Yard, Messrs Hughes & Hough, 10 a.m. Japanese Aerobats, Praya (opposite the Central Market), 12.30 and 3.30 p.m. Sale, Household Furniture, 21, Seymour Road, Mr. Geo. P. Lamont, 2.30 p.m.

TO-MORROW.

Sale, Engines, &c., Fire Brigade Station, Messrs Hughes & Hough, 11 a.m. Sale, Horses, Sales Rooms, Mr. Geo. P. Lamont, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd June.

ON LONDON.—	TELEGRAPHIC TRANSFER	1.81
Bank Bills, on demand	1.81	
Bank Bills, at 30 days' sight	1.81	
Bank Bills, at 4 months' sight	1.81	
Documentary Bills, 4 months' sight	1.81	
ON PARIS.—	Bank Bills, on demand	2111
Credits, at 4 months' sight	2111	
ON GERMANY.—	On demand	172
ON NEW YORK.—	Bank Bills, on demand	41
Credits, 60 days' sight	41	
ON BOMBAY.—	TELEGRAPHIC TRANSFER	1253
Bank, on demand	126	
ON CALCUTTA.—	TELEGRAPHIC TRANSFER	1253
Bank, on demand	126	
ON SHANGHAI.—	Bank, at sight	71
Private, 30 days' sight	71	
ON YOKOHAMA.—	On demand	81
ON MANILA.—	On demand	1 p.m.
ON SINGAPORE.—	Nominal	
ON BATAVIA.—	On demand	1012
ON HAIPHONG.—	On demand	1 p.m.
ON SAIGON.—	On demand	1 p.m.
On demand	61	
SEVERENCES, B.M.'s Buying Rate	\$1.82	
Gold Leaf, 10% fine, per tael	62	
Per R. Silver, per oz.	244	

OPIUM.

2nd June.

Quotations are:—Allow one to 1 lb. Malwa New \$900 to \$1070 per cwt. Malwa Old \$1030 to \$1040 " Malwa Older " to " " Malwa V. Old " \$1070 to \$1080 " Persian fine quality \$800 " " Persian extra fine " " " Pata New " \$1030 to " " " Pata Old " \$1042 to " " " Benares New " \$1030 to " " " Benares Old " \$1012 to " " "

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Massilia* left Singapore for this port on the 30th ult., at 6 p.m., and is due here to-day, at about 2 p.m.

THE AMERICAN MAIL.

The O. & O. steamer *Doric* left Nagasaki for Manila on the 30th ult., at 5 p.m., and was due there yesterday, at daylight.

The P.M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 26th inst.

THE INDIAN MAIL.

The Indo-China steamer *Sizun* left Calcutta for this port via the Straits on the 3rd ult., and may be expected here on the 16th inst.

THE CANADIAN MAIL.

The G.P.R. steamer *Empress of India* left Vancouver on the 25th ult., p.m., for Hongkong, and the usual ports of call.

MERCHANT STEAMERS.

The P. & A. steamer *Indra* arrived at Yokohama on the 23rd ult.

The E. & A. steamer *Eastern* left Manila on the 1st inst.

The Danish steamer *Siam* left Singapore on the 28th ult., a.m., and may be expected here to-day, a.m.

The T.K.K. steamer *Rosetta* left Manila on the 2nd inst., at 6 p.m., and is expected here to-day, at about 5 p.m.

The C.N. steamer *Chingtu*, from Australian ports, left Port Darwin on the 28th ult. for this port, via Manila, is due here on the 7th inst.

The O.S.S. steamer *Tremelus* left Singapore on the 24th inst., p.m., and is due here on the 7th inst.

The "Glen" Line steamer *Glenvalley* left Singapore yesterday morning, and is due here on the 8th inst.

The Boston Tug Boat Co.'s steamer *Lyon* arrived at Mororan on the 23rd ult.

The Boston Steamship Co.'s steamer *Tremont* arrived at Yokohama on the 28th ult.

The C.M. steamer *Osprey* left Tacoma on the 14th ult. for Kobe and Hongkong.

The N.Y. steamer *Olympic* left Tacoma for Yokohama on the 16th ult., p.m.

The N.P. steamer *Therma* left Victoria (B.C.) for the usual ports on the 25th ult.

The steamer *Altair* left San Francisco for Japan and Hongkong on the 28th ult.

The C.N. steamer *Taiwan*, from Australian ports, left Sydney on the 29th ult., and is expected here on the 1st inst.

PASSENGERS.

Arrived.

Per *Andrea Riccardi*, from Saigon Mr. Zeidler.

Per *Shinano Maru*, from Seattle, &c., for Hongkong, Mr. and Mrs. W. Rodwell and child, Mr. and Mrs. W. A. Schwindt, Mr. and Mrs. J. F. Daniel, Mr. and Mrs. Hibbert, and Mr. and Mrs. Human, Mrs. W. H. St. John, Mrs. F. J. Woyner and Mrs. Dougherty, Miss Padwick, Miss M. E. Polley, Miss J. M. Healey, Miss S. Price, Miss E. S. Porton,

ARRIVED.

Per *Andrea Riccardi*, from Saigon Mr. Zeidler.

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